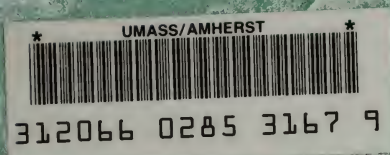


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**METROPOLITAN**

**AREA**

**PLANNING**

**COUNCIL**

SERVING 101 CITIES AND TOWNS ■ Acton ■ Arlington  
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nfield ■ Malden ■ Manchester-by-the-Sea ■ COMM  
aynard ■ Medfield ■ LEGISLATIVE SERVICES ■ Med  
TRANSPORTATION MANAGEMENT ASSOCIATIONS ■ I  
TROPOLITAN COMMUNITY DIALOGUES ■ Rockland  
ron ■ Sherborn ■ Somerville ■ Southborough ■ St  
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ltham ■ TRANSPORTATION ENHANCEMENT PROG  
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and ■ Bedford ■ Bellingham ■ TRANSPORTATION  
oston ■ Buxborough ■ ECONOMIC DEVELOPMENT  
nton ■ HOUSING ■ Carlisle ■ Chelsea ■ Concord ■

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# LEGISLATIVE SERVICES

**T**he Metropolitan Area Planning Council (MAPC) actively promotes a legislative agenda to safeguard the region's quality of life and economic well-being. The Council works with elected officials on the local, state, and federal levels to inform them about regional needs and to encourage cooperative solutions to transportation, environmental, and economic concerns. As a result, MAPC has developed a strong and effective legislative program for the 101 cities and towns within its jurisdiction.

MAPC's legislative agenda is based on the goals and objectives of metropolitan Boston's regional growth and development strategy, *MetroPlan 2000*. The plan's framework promotes a sustainable development pattern which makes efficient use of public infrastructure and allows for growth while improving the quality of the region's air, water and land resources.

MAPC's Legislative Committee meets monthly to advise the Council on state and federal legislative initiatives required to implement regional planning objectives. The Committee develops and oversees MAPC's legislative agenda and guides interaction with federal and state legislators. Priority legislation typically represents issues relative to transportation, open space protection, economic development, and affordable housing.

On the state level, MAPC actively works for the passage of key regional legislation by maintaining close contact with legislators, attending committee hearings, building constituent coalitions, and establishing a regional presence on issues of importance to the Council. MAPC's efforts have solidified support for a number of recent legislative initiatives including the Metropolitan Highway System Bill, the Open Space Bond Bill, and the Transportation Bond Bill.

On the federal level, MAPC maintains a strong working relationship with the state's Congressional delegation through regular briefings and updates. MAPC is also a member of the National Association of Regional Councils (NARC), which allows it the opportunity to interact with regional councils across the nation and closely examine federal policy issues affecting all regional councils. MAPC's federal legislative priorities include: the Reauthorization of the Intermodal Surface Transportation Efficiency Act, the Clean Water Act, Economic Development Administration Reauthorization, and Superfund Reauthorization, among others. MAPC is similarly involved with the activities of the New England Association of Regional Councils (NEARC) which encourages collaboration between delegation members from all the New England states.

MAPC is a credible and reliable information source for its member communities, as well as for members of the Massachusetts House and Senate. The Council subscribes to a legislative on-line service, "*MassTrac*" which provides instant access to all legislation and related activities occurring in the General Court. Municipalities and legislators often seek information on potential legislative initiatives from MAPC's professional staff who are in touch with current issue areas. For information communities and legislators can also access the *Metropolitan Data Center*, one of the foremost public sector forecasting units in the region.



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# ABOUT MAPC

**R**egional cooperation and metropolitan community are more important today than ever before. Cities and towns across the Commonwealth are facing serious strategic issues in the arenas of economic development, infrastructure, environmental protection, and social equity. Simultaneously, there is growing recognition of the need for municipal cooperation and regional governance in achieving workable solutions to these complex challenges.

The Metropolitan Area Planning Council (MAPC) is a regional planning agency representing 101 cities and towns in the metropolitan Boston area. Created by an act of the Legislature in 1963, it serves as a forum for state and local officials to address issues of regional importance. As one of six members of the Metropolitan Planning Organization (MPO), MAPC has oversight responsibility for the region's federally funded transportation program.

Council membership consists of community representatives, gubernatorial appointees and city and state agencies who collaborate in the development of comprehensive plans and recommendations in areas of population and employment, transportation, economic development, regional growth and the environment. The Council also provides technical assistance and advocacy to its member communities.

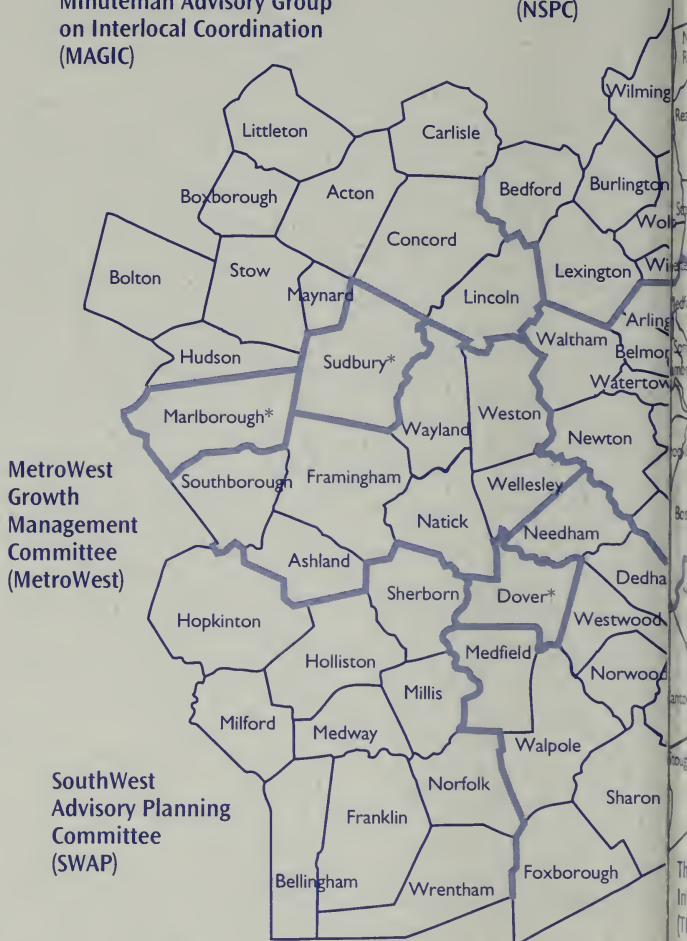
MAPC works with its 101 cities and towns through eight subregional organizations. Each subregion has members appointed by chief elected officials and planning boards. The Council supports the subregions by providing planning information, organizational experience and technical expertise to foster project development. The subregions develop an annual work plan with the assistance of an MAPC staff person who serves as subregional coordinator.

Funding for Council activities comes from federal and state grants, contracts with public and private agents, and a per capita assessment on member communities approved annually by municipal representatives.

## THE MAPC REGION AND SUBREGIONS

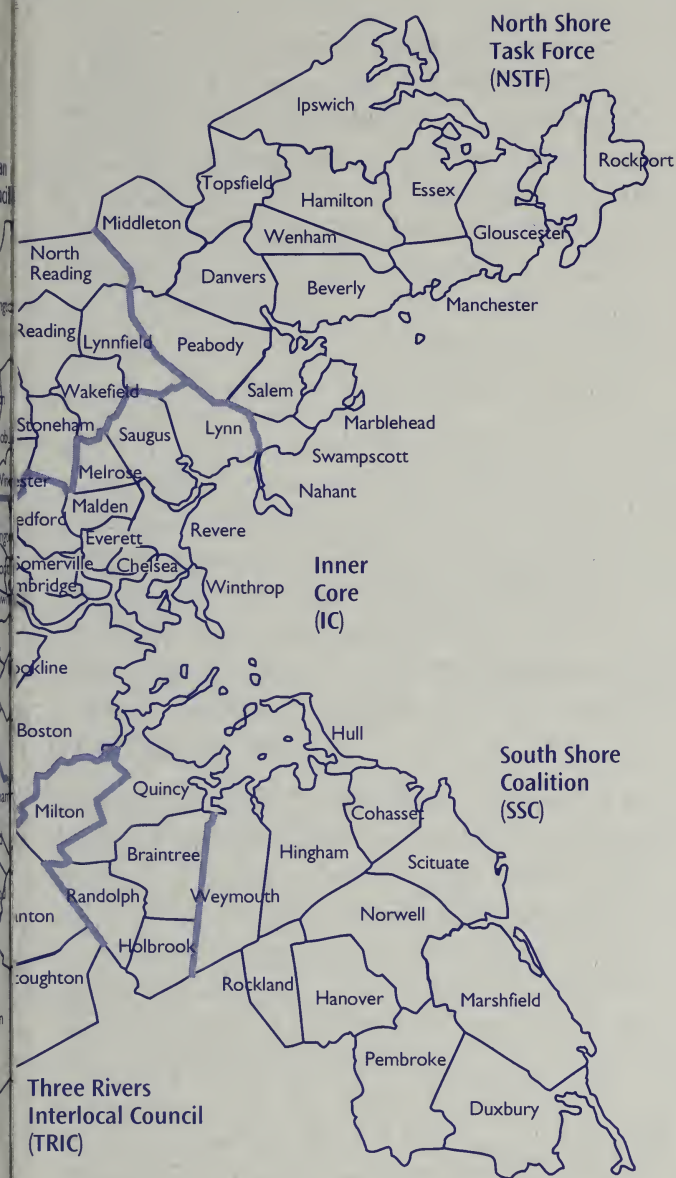
### Minuteman Advisory Group on Interlocal Coordination (MAGIC)

North Suburban  
Planning Council  
(NSPC)



\*Communities in more than one subregion

The MAPC region consists of 21 cities and 80 towns in the region (based on the 1990 census). The total land area of the region is 1,100 square miles. The region includes most of the towns inside the I-495 boundary. The MAPC district includes a mix of communities, older industrial centers, rural towns, and modern cities.



Greater Boston area. The population of the region is 2,922,934  
is 1,422 square miles stretching west from Boston to include  
it is divided into eight subregions and encompasses coastal  
cities.



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# METROPLAN 2000

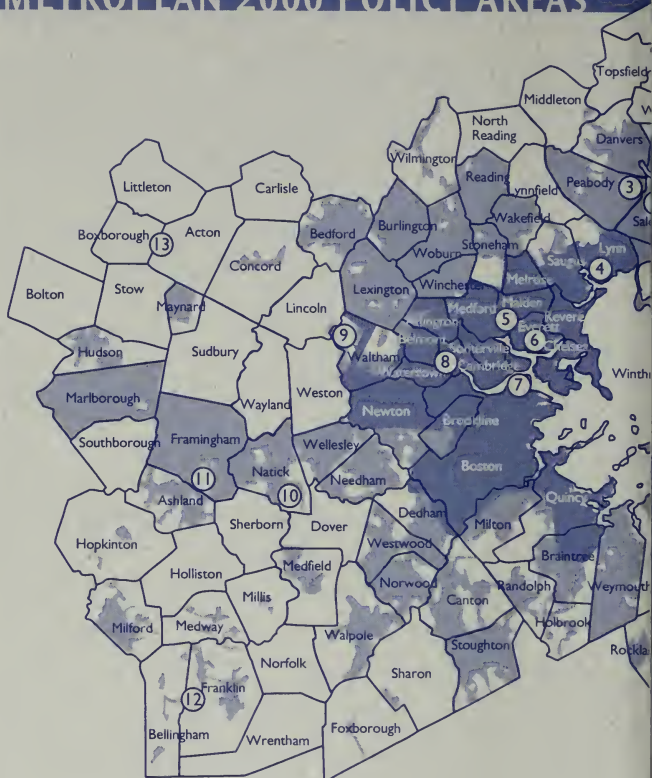
**A**s the regional planning agency for metropolitan Boston, the Metropolitan Area Planning Council (MAPC) advocates a comprehensive approach to growth and development that addresses the complex economic and environmental issues we face as a regional community. Massachusetts, like other industrial states, is responding to a changing and increasingly competitive global economy. Simultaneously, there is growing awareness on the part of leadership that economic growth and development must be enhanced by preservation of our natural environment.

*MetroPlan 2000*, the regional development plan for the Boston metropolitan area, is an outgrowth of MAPC's commitment to promote efficient and environmentally sound development. Adopted in 1990, the plan's framework promotes a sustainable development pattern, focusing on existing infrastructure, to strengthen the region's economy and safeguard air, water, and land resources. *MetroPlan 2000* is an **advisory process** involving MAPC, its member communities, and key state agencies.

*MetroPlan 2000* encourages efficient development by **promoting compact development** patterns and **discouraging sprawl**. Compact development patterns include a **mix of uses**, including residential, commercial, and retail. Jobs are located in closer proximity to homes and near public transportation facilities. This reduces traffic by promoting alternatives to the automobile such as transit, vanpools, bicycling, and walking. Reduced auto trips decrease air pollution and help the region meet Clean Air Act requirements. By limiting sprawl, *MetroPlan 2000* also encourages the protection of open space and sensitive natural resources such as wetlands, watersheds, and aquifers.

To achieve these goals, *MetroPlan 2000* recommends a **three-tiered regional development plan** that prioritizes areas for new development according to existing infrastructure. The three policy areas include the **Urban Area**, which has densities high enough to support public transportation services;

## METROPLAN 2000 POLICY AREAS

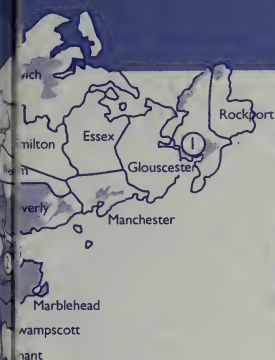


the **Multi-Service Area**, which has existing sewer services, and the **Suburban/ Rural Area**, which does not have sewer services. The plan recommends appropriate development densities in each of the three policy areas.





*MetroPlan 2000* also provides for the designation of special development areas within municipalities, called **Concentrated Development Centers (CDCs)**. These are areas that support compact, mixed use development with a balance of housing and jobs and are transit-accessible and pedestrian-friendly. To date, thirteen CDCs have been designated by MAPC, and 52 more have been nominated by local governments throughout the region.

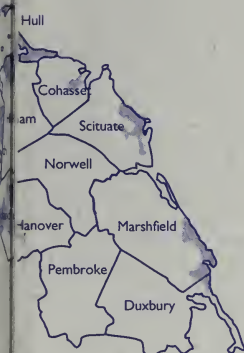
MAPC is implementing *MetroPlan 2000* by promoting it in numerous public forums:

**Environmental Reviews** - MAPC reviews projects under the state's environmental review process, the federal review process, and the intergovernmental review process. In con-



### MetroPlan 2000 Policy Areas

-  Urban Area
-  Multi-Service
-  Suburban/Rural
-  Concentrated Development Center (CDC)



### Designated CDCs

1. Gloucester
2. Salem
3. Peabody
4. Lynn
5. Malden
6. Chelsea
7. Urban Economic Core
8. Alewife
9. Waltham
10. Natick
11. Framingham
12. Franklin
13. West Acton

ducting these reviews, MAPC comments on the consistency of the proposed project with the goals and criteria of *MetroPlan 2000*.

**Capital Investment Program** - *MetroPlan 2000* includes a process for reviewing proposed public infrastructure projects. The Capital Investment Program screens these projects for consistency with *MetroPlan 2000* and recommends a higher priority for those projects that support the regional development plan. The CIP lists transportation and sewer projects.

**Transportation Improvement Program** - MAPC works with its member cities and towns and state transportation agencies to prioritize transportation projects for public funding. MAPC reviews TIP projects and gives priority to supporting projects that are consistent with *MetroPlan 2000*.

**Regional Transportation Plan** - As a member of the Metropolitan Planning Organization, MAPC participates in the formation of a Regional Transportation Plan. MAPC works to

encourage policies and recommendations in the Regional Transportation Plan that are consistent with *MetroPlan 2000*.

**Local Plan Consistency** - MAPC reviews local master plans and open space plans and advises communities on their consistency with *MetroPlan 2000*.

**Overall Economic Development Program** - MAPC works with member communities and community development corporations to set priorities for federal grants from the Economic Development Administration (EDA). MAPC screens projects against *MetroPlan 2000* criteria.

#### REGIONAL ISSUES AFFECTING THE MAPC REGION

*MetroPlan 2000* is designed to address these issues:

**ECONOMIC DEVELOPMENT:** Since 1980, the region has lost one-third of its manufacturing jobs.

**LAND USE:** Since 1950, the region has lost 261,089 acres of open space (forest, agricultural land, and wetlands), representing 36% of total land area in just 40 years.

**TRANSPORTATION:** Traffic is growing at more than 2½% per year, and 80% of the region's expressways are congested during rush hours.

**AIR QUALITY:** The region is currently in violation of the Clean Air Act, and expects increases in auto travel.

**WATER QUALITY:** Over two-thirds of the rivers fail the water quality standards; over twenty towns have lost public water supplies to groundwater contamination.

**HOUSING:** The region's ratio of housing cost to income is among the highest in the nation. Only 4 of MAPC's 101 communities meet the state goal of 10% affordable housing.



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# TRANSPORTATION

**T**he economic vitality of Massachusetts is dependent upon a strong transportation infrastructure. From commuting to commerce, the means by which we move people and goods impacts our ability to foster new growth, support existing industry, and position ourselves prominently in the global marketplace. Continued and careful investment in the region's roads, bridges and public transportation system is critical to the long term success of the metropolitan Boston area.

The Metropolitan Area Planning Council (MAPC) is one of six public agencies charged with oversight of the federally funded transportation program for the Boston region. As a voting member of the Metropolitan Planning Organization (MPO), the Council represents 101 cities and towns in the transportation decision-making process. MAPC's role in the MPO is closely guided by the Council's Executive and MPO Liaison Committees. The MPO is responsible for the development, review and approval of three key documents: the Regional Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program.

The ***Regional Transportation Plan*** is the overall guiding document for transportation programs and projects in the Boston region. It provides a framework for future transportation investments. As such, the development of the Regional Transportation Plan is critical to MAPC's member communities and local involvement is strongly encouraged through the Council's subregions and committees, as well as through the public review procedures adopted by the MPO. The Regional Transportation Plan influences both the Transportation Improvement Program and the Unified Planning Work Program by identifying transportation system improvements.

Projects from the Regional Transportation Plan are



programmed for implementation in the ***Transportation Improvement Program***. Through the development of the Transportation Improvement Program (TIP), MAPC works to ensure that transportation projects in our member communities receive full consideration in the Commonwealth's transportation funding process. MAPC has a full-time coordinator to assist cities and towns in TIP development. The Council also maintains a project status database to provide communities with up-to-date information on local projects from concept to construction. The TIP document is updated throughout the year and endorsed each August.

Transportation issues worthy of further study are scheduled in the ***Unified Planning Work Program*** (UPWP). This document is reviewed and updated annually and helps to identify future TIP projects and MPO policy issues. Many MAPC projects are found in the UPWP.

Following are some brief highlights of MAPC's transportation initiatives:

The greater Boston area has taken a strong lead in promoting the shift to alternative fuels for transportation. Under the umbrella of the ***Greater Boston Clean Cities Initiative***, MAPC, state and federal transportation and environmental agencies, and several area utilities, have developed an aggressive approach to introducing alternative fuels to the Boston region. The initiative is centered on the transition of municipal and state fleets from gasoline and diesel vehicles to those using alternative fuels such as natural gas and electricity.

MAPC coordinates the review of transportation enhancement projects for the Boston region. The purpose of the ***Transportation Enhancement Program*** is to improve the quality of life for transportation users by implementing projects that add community, environmental, scenic, or historic value. The program is funded through the Federal Inter-

modal Surface Transportation Efficiency Act of 1991 (ISTEA).

Since the implementation of ISTEA, MAPC has worked to ensure that federal Congestion Mitigation/Air Quality (CMAQ) funds are set aside for the region's **Transportation Demand Management** (TDM) programs. These projects employ strategies or techniques that manage transportation demand through improved mobility, reduced congestion, and lowered fuel use and pollution. TDM strategies encourage people to adopt transportation alternatives such as walking, cycling, ridesharing, and public transit.

MAPC has also been instrumental in ensuring that a portion of the CMAQ funds are set aside for use by **Transportation Management Associations** (TMAs). These are independent, non-profit organizations comprised of business leaders, developers, local government representatives, and civic groups which work to address transportation issues within a specific area. The TMA Assistance Program is designed to encourage the formation of new TMAs and to support those already in existence by helping them develop and test new or expanded transportation demand services and programs.

Of special interest to the region's municipalities is MAPC's **Local Pavement Management** program. The Council's pavement management staff works with interested member communities to reduce costly roadway deterioration through proper pavement maintenance and repair strategies. MAPC is currently using The Road Manager™ software package for data management, condition calculation, and budget analysis in both the ISTEA mandated pavement management program and in communities with local programs.

As part of its ongoing focus on the environment and alternative transportation, MAPC is actively involved with **Bicycle and Pedestrian Initiatives**. Recent projects include: developing a new pedestrian section within MetroPlan 2000 (the regional development plan for metropolitan Boston); re-

sponding to community requests for technical assistance on bicycle planning; providing on-going assistance to projects and working with the Bicycle Coalition of Massachusetts and MAPC's subregions on statewide facilities and needs inventory.

Part of MAPC's mission as a regional planning agency is the promotion of environmentally sound transportation policy. The Council's commitment to the environment and the use of public transportation was demonstrated by recent introduction of **Commuter Check™** to the metropolitan Boston market. A national employee benefit program, Commuter Checks are tax-free vouchers provided to employees for use on buses, trains, ferries and vanpools. The program is funded by the Commonwealth of Massachusetts and is currently administered by MAPC.



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# METROPOLITAN DATA CENTER

**T**he Metropolitan Area Planning Council (MAPC) and its associated Metropolitan Data Center offer a broad range of up-to-date demographic and economic information on 101 cities and towns in eastern Massachusetts. Well known in the region as an important research and forecasting organization, the Data Center publishes community profiles, forecasts population and employment trends, and creates maps and analyses using Geographic Information Systems (GIS) technology.

Data services range from the distribution of federal census and economic statistics to analyses of population change, housing, land use, and employment. In addition, GIS specialists develop base maps linked to community records and other information sources to assist municipalities in protecting natural resources and guiding economic development initiatives.

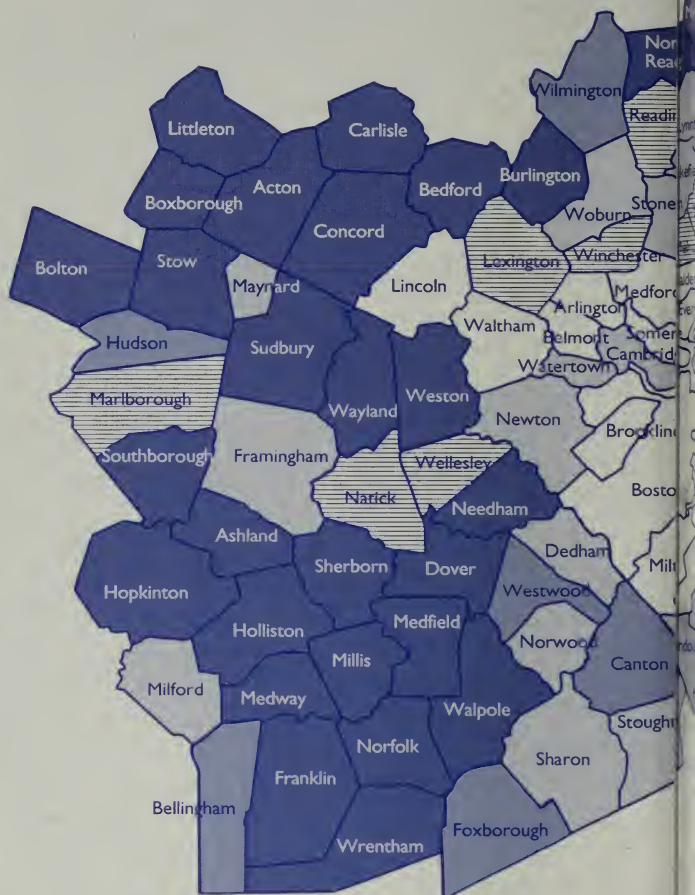
The **Massachusetts Electronic Atlas** is a collaborative project between MAPC's Data Center, Harvard University and the University of Massachusetts Boston. The Atlas provides access, via the Internet, to data on the Commonwealth, its thirteen regional planning agency districts and 351 cities and towns. This service improves the economic development resources available for public sector decision-making and provides information access for business decisions which create new jobs and income growth.

Atlas users can download data files, create maps with Geographic Information System software, retrieve map compositions, and display information as charts or graphs. These capabilities take the Massachusetts Atlas beyond similar Internet sites that only offer simple Graphic Image Files.

Interest in Geographic Information Systems services are growing rapidly among municipalities because of the versatility of managing, mapping, and analyzing data which has a spatial location. MAPC's Data Center has a variety of mapping and data services readily available to meet the



## PERCENT CHANGE IN POPULATION 65+: 99

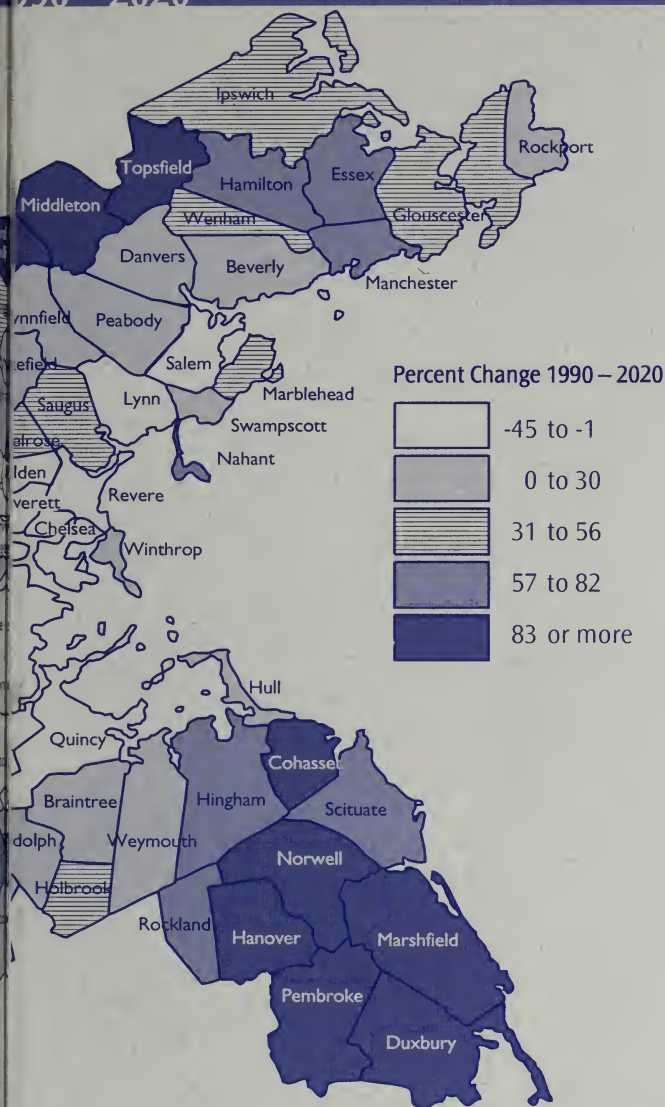


increased demand. Data Center staff have created base maps and linked them to various municipal records, developed computer interfaces for queries, and provided applications such as tracking leasing activity.

In cooperation with MassGIS and the Executive Office of Communities and Development, the Data Center has developed a GIS course for municipal officials offered throughout the Commonwealth. The Data Center also hosts a municipal GIS users group which brings together GIS users from through-



1990 – 2020



out the MAPC region. The group provides a forum for technical support and a chance to showcase the innovative ways GIS is being used in local and regional government.

**Data Center Forecasts** of community population, households and employment are regularly updated to reflect recent trends. The forecasts are reviewed by chief elected officials and planners for accuracy. The forecasts save money and improve decision-making in the planning and design of major infrastructure projects such as highways, commuter

rail, transit, sewer systems, and municipal service delivery. The Data Center provides demographic expertise to municipalities and school boards in forecasting school enrollment and classroom needs. These independent studies can save communities from overbuilding or validate the need for new construction. Data Center Forecasts are also used in private sector planning and marketing initiatives.

The Data Center generates **Community Profiles** which incorporate a broad range of statistics and graphs to track post-1990 demographic changes in population, race, jobs, income school enrollment, births and housing. The Data Center also offers community profiles which summarize information from the 1990 decennial census. Both sets of profiles are being incorporated into a larger relational database, easily manipulated for analysis, mapping and reports on any subject or community.

**Local Net** is an on-line communications medium for local, state and regional officials to exchange information. More than two dozen grant programs and eligibility requirements applicable to municipalities are cataloged on Local Net. The Transportation Improvement Programs (TIP) are also listed by community with details on each project. Databases are available for downloading or viewing, as are model municipal by-laws, legislative initiatives and other features. Minutes from several agency committees, subregional meetings and the MAPC News and Calendar are also accessible through Local Net.



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■ Ashland ■ Bedford ■ Billingham ■ TRANSPORTATION ■ Boston ■ Boxborough ■ ECONOMIC DEVELOPMENT ■ Canton ■ HOUSING ■ Carlisle ■ Chelsea ■ Concord ■ Dover ■ Duxbury ■ Essex ■ Everett ■ ENVIRONMENT ■ Gloucester ■ Hamilton ■ TRANSPORTATION IMPROVEMENT ■ Hopkinton ■ BICYCLE & PEDESTRIAN ACTIVITIES ■ PAVEMENT MANAGEMENT ■ Littleton ■ Lynn ■ MAINTENANCE CHECK ■ Marblehead ■ Marlborough ■ Marshfield ■ North Reading ■ Norwell ■ Norwood ■ Peabody ■ Brock ■ Quincy ■ Randolph ■ Reading ■ Revere ■ Roslindale ■ Salem ■ Saugus ■ Scituate ■ LOCAL NETWORK ■ Framingham ■ METROPOLITAN DATA CENTER ■ Stoughton ■ Swampscott ■ Topsfield ■ Waketfield ■ Walpole ■ Watertown ■ Wayland ■ Wellesley ■ Wenham ■ PROGRAM ■ Westwood ■ Weymouth ■ Wilmington ■ SERVING 101 CITIES AND TOWNS ■ Acton ■ Arlington ■ LAND MANAGEMENT ■ Belmont ■ Beverly ■ Bolton ■ Braintree ■ Brookline ■ Burlington ■ Cambridge ■ Cassel ■ Danvers ■ WATER RESOURCES ■ Dedham ■ REVIEWS ■ CURRENT PROJECTS ■



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